

Central Intelligence Agency



Washington, D.C. 20505

21 MAY 1984

Mr. William F. Madison
Regional Administrator
General Services Administration
National Capital Region
7th & D Streets, S.W.
Washington, D.C. 20407

Dear Mr. Madison:

Enclosed for your project records is an update of the Environmental Assessment for the CIA Expansion Project.

The original Assessment conducted in 1981 cited a number of areas of environmental concern to be dealt with during project design. Before proceeding with construction, it was thought prudent to review the final design to ensure that all areas of concern had been adequately dealt with.

After reviewing the enclosure, we have concluded that no reason exists to change the original finding of no significant impact.

Sincerely,

/s/ Daniel C. King

Daniel C. King
Director of Logistics

Enclosure

OL 2060-84

CONCUR:



STAT

Chief, Logistics & Procurement Law
Division, Office of General Counsel

Distribution:

Orig - Adse (w/encl)
1 - C/L&PLD/OL (w/encl)

16 May 1984
Date

10 MAY 1984

Environmental Assessment Update
for CIA Expansion at McLean, Virginia

In conjunction with development of a Master Plan for expansion of the Central Intelligence Agency at Langley, Virginia, an environmental assessment was completed in November 1981. This assessment was submitted to the National Capital Planning Commission along with the Master Plan in the fall of 1981. The Master Plan and assessment received a favorable review by the Commission Staff, and the Master Plan received formal Commission approval in January 1982. The original environmental assessment identified 17 areas of the Master Plan that could have environmental impact if mitigating measures were not instituted in the design and construction of the project.

Design of the expansion project began in January 1983 and will be complete by June 1984. The design has been segmented into three bid packages to respond to budgetary, schedule, and contractual issues. The first of these bid packages contains the work associated with major earth movement, construction of new parking facilities and onsite roads, and preparation of foundations for the major office building. The second bid package contains all work necessary to raise the office building and prepare it for beneficial occupancy. The third bid package contains all work incident to the major upgrading and re-equipping of the central power house servicing the CIA compound.

Current planning calls for work on bid package #1 to begin in April 1984 so that beneficial occupancy of the new facilities can occur in the summer of 1987.

Improvements to offsite roads are planned. These improvements will be designed and constructed by the Virginia Department of Highways and Transportation (VDH&T) under a bilateral agreement with CIA by which they have agreed to act as the executive agent for road improvements. A CIA Traffic Advisory Committee has been formed to assist in developing a road improvement program most responsive to the needs of the community, federal, state, and county governments. All concerned groups are afforded the opportunity to offer criticism and suggestions at frequent intervals during project design.

The purpose of this environmental update is to ensure that mitigating actions have been taken where necessary in areas identified as environmentally sensitive by the 1981 Environmental Assessment.

The architectural and engineering design of the construction has proceeded in complete compliance with the approved Master Plan. Therefore, no new environmental issues have been identified during design. Considerable priority has been given to mitigation measures required to deal with the potential environmental impacts identified in the original environmental assessment completed in 1981.

Environmental Assessment Update (continued)

The following paragraphs identify and discuss the pertinent environmental issues and the status of proposed mitigating measures:

Subsurface and Geologic Conditions: The original estimate of earth removal for the project was in excess of 300,000 cubic yards. The issue to be addressed was the removal from the site and disposal of this substantial amount of earth. During design, this issue has been dealt with in two ways. First, careful thought was given to the exact placement and massing of the office building. By doing this, the amount of earth removal was reduced by approximately 100,000 cubic yards. Secondly, emphasis was given to landscaping plans that made maximum use of redeployed earth within the compound. The combination of these two efforts has resulted in a plan that requires no substantial earth removal from the project site. This issue is considered to have been mitigated.

Land Forms and Storm Drainage: Because of the increase in impervious surfaces resulting from construction, increased water runoff from the CIA compound was an issue. This was dealt with in the design by providing water detention designs on the compound that will retain and impede the peak water flows off the site. By taking maximum advantage of proposed site grade changes associated with redeployment of excavated earth, actual peak water flows after project completion are calculated to be substantially less than those associated with the existing Agency compound.

Vegetation and Wildlife: Loss of green space was identified as an issue. The design for the project has emphasized creation of large earth berms and generous addition of trees and ground cover to all areas of the site as a mitigating measure. It is felt that the site design provides ample compensation for vegetation and wildlife habitats impacted by construction.

Land Use: Proposed land use remains consistent with that identified in the Master Plan. As noted above, substantial emphasis has been placed on offsetting the net effects on vegetation, wildlife, and storm water management.

Zoning: As a Federal Agency, the CIA is exempt from local zoning. Perceived problems of transportation and parking are being dealt with by a traffic management and parking management strategy designed to ensure that occupancy of the new office building will not unduly affect traffic congestion or produce problems with offsite employee parking. Plans are under way to further stagger work shifts to avoid traffic congestion, and parking management strategies to increase carpooling and achieve higher parking utilization ratios are being planned. As an additional assurance to the community, the Agency has given a written commitment to the community that Agency management will support local parking ordinances should offsite employee parking ever become a problem.

Environmental Assessment Update (continued)

Socio-Economic: Since Agency plans for consolidation remain as originally described in the Master Plan, no net loss of jobs is projected for either the District of Columbia or Northern Virginia.

Aesthetic Considerations: The Master Plan has been faithfully followed during design to ensure that onsite development is visually buffered from offsite views. Additionally, effort has been put into ensuring that offsite and onsite buffering are integrated to provide aesthetically pleasing views onsite as well as off.

Community Facilities and Services: The 1981 Assessment speculated on potential pressures brought to bear on the recreational facilities at the Langley Fork Park as a result of increased employment at CIA. This has been determined not to be a major problem because the Agency Employee Activity Association participates in the Fairfax County scheduling program for allocation of park time to local organizations. Any impact is likely to be the requirement for Agency employee activity to accept some playing time at alternative Fairfax County Park facilities.

Historic Preservation: The General Services Administration has advised the Agency and the NCPC that there are no known issues of historic preservation associated with the CIA compound.

Electricity: There are no unusual demands placed on the Virginia Electric Power Company's (VEPCO's) distribution system by CIA expansion. Plans for electrical upgrading of the CIA site have been closely coordinated with VEPCO, and no capacity problems have been found.

Solid Waste Disposal: It has been found that the increase in solid waste produced by CIA expansion will be offset by reductions in solid waste at the dispersed facilities now occupied by the Agency. Additionally, it is now projected that there will be a slight reduction in total solid waste output of the Agency facilities by virtue of efficiencies resulting from planned consolidation at CIA, McLean.

The solid waste produced by the CIA project will, in both absolute and relative terms, be insignificant as compared to the total volume of Fairfax County solid waste activity. The solid waste produced as a result of CIA consolidation will have no measurable adverse consequences on Fairfax County waste disposal facilities.

Water Supply: Design efforts have confirmed that increased water consumption at the CIA Headquarters are within the capabilities of both local distribution and regional supply systems.

Sewage: While the original 1981 assessment noted no unique sewage problem associated with planned CIA expansion, the State of Virginia noted in their review of the project that the local pumping station serving the Agency Headquarters did not meet current standards with regard to its ability to accommodate the planned load under certain conditions of pumping failures. This has been mitigated during project design by

Environmental Assessment Update (continued)

reaching agreement with County authorities to provide Federal funding for equipment improvements to the station to meet current State standards.

Energy Use: While planned heat recovery from computer systems was found economically unviable during design studies, design goals for energy efficiency have been met by the unique design envelope of the building exterior combined with great attention to energy efficiency in the selection of major electrical and mechanical systems for the building and power plant.

Air Quality: No long-term degradation of air quality has been identified. Short-term problems with airborne dust associated with construction are being mitigated with standard construction techniques such as wash racks for construction traffic leaving the site and liquid suppression of dusty surfaces onsite.

Noise: Construction is estimated to increase daytime noise levels by approximately one decibel. This short-term increase is well within established safety limits and only slightly above the normal urban ambient of the local area. There should be no long-term noise impacts since traffic management measures are being designed to avoid traffic increases during the heaviest traffic periods on local roads.

Transportation: The Agency's plan to limit traffic to and from CIA by constraining available parking remains unchanged. However, within those constraints, there remains a need to implement road improvements to some portion of the surrounding road network to create minor improvements in both capacity and safety.

The Agency put forward recommended road improvements to the Route 123 entrance as part of the Master Plan submission. The State of Virginia, while agreeing on the location of the improvements, disagreed with the proposed engineering solution. The basis of the disagreement revolves around the Agency's commitment to implement traffic management strategies and the Virginia position that such strategies, unenforceable by the State, are unsatisfactory bases for road design. The Agency has continued to commit itself to traffic management strategies but has also acceded to the State's position that road improvements be designed without this consideration. This will result in an ultimate road design that is very conservative in terms of its available capacity.

The Agency has funded the road design, and VDH&T has contracted with a consultant to produce the design. Preliminary design is now under way. Community concerns for traffic impacts, visual impacts, and general quality of life impacts are being addressed through the CIA Traffic Advisory Committee where community representatives are afforded the opportunity to interact directly with Federal, State, County and consultant personnel concerned with the project. Studies are advanced enough to state that there will be no apparent unmitigated impact associated with proposed plans to accommodate the additional 1,000 cars associated with the CIA expansion.